

CHAPTER SEVEN – CITY CENTER

7.0 INTRODUCTION

Federal Way’s City Center chapter presents concepts and strategies for creating a definable and vibrant “City Center” for Federal Way and an “urban center” for Southwest King County in the Federal Way City Center planning area. The chapter integrates the community’s vision for a City Center with the Puget Sound Regional Council’s (PSRC) adopted VISION 2020 plan, and King County’s countywide strategy for developing a network of centers.

In this chapter, the term “urban center” is used consistent with the VISION 2020/King County definition, or to refer to the general characteristics of a sub-regional center. The term “City Center” applies specifically to Federal Way’s proposed center, which includes a City Center core area and frame area. Only the City Center core area is intended to meet the requirements of an urban center, in accordance with the Countywide Planning Policies (CWPPs).

Purposes

The principal purposes of the Federal Way City Center chapter are to:

- Create an identifiable downtown that is the social and economic focus of the City;
- Strengthen the City as a whole by providing for long-term growth in employment and housing;
- Promote housing opportunities close to employment;
- Support development of an extensive regional transportation system;
- Reduce dependency on automobiles;
- Consume less land with urban development;
- Maximize the benefit of public investment in infrastructure and services;
- Reduce costs of and time required for permitting;
- Provide a central gathering place for the community; and
- Improve the quality of urban design for all developments.

Background

The VISION 2020 Plan (1995 update), Regional Goal #1 states, “Locate development in urban growth areas to conserve natural resources and enable efficient provision of services and facilities. Within urban growth areas, focus growth in compact communities and centers in a manner that uses land efficiently, provides parks and recreation areas, is pedestrian-oriented, and helps strengthen communities. Connect and serve urban communities with an efficient, transit oriented, multi-modal transportation system.” King County’s CWPPs support this goal by encouraging:

- Establishment of an urban center that is a vibrant, unique, and attractive place to live and work;

- Efficient public services including transit; and
- Responding to local needs and markets for jobs and housing.

The CWPPs define urban centers as concentrated, mixed-use areas, a maximum size of 12 square miles (960 acres), and oriented around a high capacity transit station. At build-out, the policies envision that the center would contain a minimum of 15,000 jobs within 2 miles of the transit center, 50 employees per gross acre, and an average of 15 households per acre. The urban center policies also call for:

- Adopting regulations which encourage transit use and discourage the use of single-occupant vehicles;
- Emphasizing the pedestrian features and promoting superior urban design;
- Providing sufficient public open spaces and recreational opportunities; and
- Uses that provide daytime and nighttime activities.

The CWPPs recognize that with this growth will come an increased need for infrastructure. The policies, therefore, indicate that priority will be given to ensure the development of additional transportation and other infrastructure improvements necessary to support new, concentrated growth in urban centers.

During a series of community workshops held in 1992 and 1993 (which are described in chapter one), participants helped to develop a “vision” for Federal Way’s future. This vision included the creation of a City Center. With the support of the residential and business community, Federal Way nominated itself to contain an urban center. Nominations were reviewed by the Growth Management Planning Council (GMPC), which confirmed the Federal Way City Center core area as an urban center in 1994. The urban center designation should help Federal Way continue to gain access to County funds needed to provide infrastructure as the City Center grows.

The Role of the City Center in Federal Way’s Future

There are several reasons why a definable, vital City Center is an important part of Federal Way’s future. These include:

Community Support – The Federal Way community has made the City Center a significant part of its vision. Participants in community workshops helped to develop a vision for Federal Way’s future. A keystone of that plan is an attractive, multi-faceted City Center providing the setting for civic features and commercial activities.

Economic Development – Federal Way’s economic development strategy relies on a strong urban center. As discussed in the Economic Development chapter, Federal Way has the opportunity to transform itself from an essentially residential and retail based economy to an emerging, sub-regional economic center with an expanded, more diversified employment base.

Natural Evolution – The development of a more intensive, multi-use urban center is a natural step in Federal Way’s evolution. Most new centers start out as bedroom communities. Retail businesses develop first; office and industrial activities next begin to locate at key transportation crossroads, adding jobs and strengthening the employment base. Federal Way has experienced all evolutionary phases, with the exception of one. The final step is achieving a sufficient critical mass in the City Center to produce lively street activity; support specialty business, cultural/entertainment facilities; justify the investment for public parks, amenities, and improved transportation systems; and create the interactive “synergy” of a true urban center. Federal Way’s economic development strategy will add this final essential step in this evolution.

Growth Management – Developing a City Center is part of a regional strategy to address Western Washington’s growth management. Public policy makers have focused increased attention on issues affecting our quality of life, including urban sprawl and the accompanying reduction of open space, declining housing affordability, and increasing traffic congestion. As stated previously, concentrating future growth within the four county region into a number of centers (rather than a continued pattern of dispersion), linked by an efficient high capacity transit system, is one of the principal goals to manage this growth.

7.1 EXISTING CONDITIONS

City Center Planning Area

The City Center planning area, consisting of the City Center Core and Frame zones, is approximately 414 acres in size and is bounded by South 312th Street, South 324th Street, Interstate 5, 11th Place South, and 13th Avenue South (see *Maps VII-1* and *VII-2*, maps are located at the end of the chapter). The City Center Core and Frame areas are 209 and 205 acres, respectively.

General Image

The City Center does not currently present an identifiable sense of a downtown or urban center. The existing commercial development within the study area is typical of suburban strip retail and mall development. The dominance of mass retailing has largely shaped the commercial core. The Commons and spin-off retail centers are a local and regional destination and generate great amounts of physical and economic activity. However, as is the case with most older suburban mall areas, there is little, if anything, distinctive or unique about the existing City Center. Essentially, it could be anyplace. It is similar to hundreds of other commercial centers across the country. The businesses do not connect to each other, or to public and private spaces, residential neighborhoods, or civic uses, except by automobile. Development essentially reflects one pattern: a single story of “light” construction, surrounded by an apron of asphalt. Buildings feature concrete, or concrete block walls, creating austere and “generic” images.

Another prevalent image of the area is the vast amount of surface parking. The availability of parking is essential to the current type of retail found in Federal Way. City Center businesses serve regional as well as local markets, and are heavily oriented to access by automobile. Actual building footprints relative to total parcel areas are quite small; the majority of most parcels are used to provide surface parking. This parking is often underutilized, except during the peak holiday season.

The current network of collectors and arterials, and the disjointed over-sized block grids within the existing commercial area, contributes to significant traffic congestion. The character of the street environment is also unfriendly to pedestrians in many locations, with few amenities such as landscaping, lighting, benches, etc. In addition, in many locations the pedestrian experience is made even less attractive as little more than parking lots or blank walls line the sidewalks. Recent improvements throughout the City Center, most notably along South 320th Street, have improved the character of some streetscapes with handsome streetlights and trees. Continuation of these improvements along Pacific Highway South and elsewhere throughout the City Center will do much to improve the overall character of the City Center streetscapes. Similarly, the extensive abatement of unattractive, out-of-scale signage, achieved over the past five years, has also led to a more attractive, human-scale streetscape.

The City Center does not contain a significant residential population. Pockets of residential housing exist between South 312th and 316th Streets, and SR-99 and I-5.

Figure VII-1 depicts an aerial view of the City Center area looking south from the northwest corner of the City Center boundaries.

Physical Conditions

Land Use

Most of the study area is currently developed and consequently, most new development in this area will displace existing low intensity uses. Buildings are dispersed throughout the area and lack pedestrian connections to each other and public rights-of-way. Current land use patterns favor auto-oriented commercial activity. The primary use in the City Center area is retail/service, followed by lodging, office, and residential. The Commons is the “signature” development in the area.

Table VII-1 lists the amount of land use development by gross floor area within the City Center planning area as of January 2002. Public and civic uses are scarce, with only four publicly owned non-park sites (the Federal Way School District’s bus barn site north of 11th Place South and South 320th Street; Truman High School, northwest of South 317th Street and 28th Avenue South; King County Library, 848 South 320th Street; and the School District’s Administrative Offices, 31405 Pacific Highway South).

Figure VII-1
Aerial View of City Center

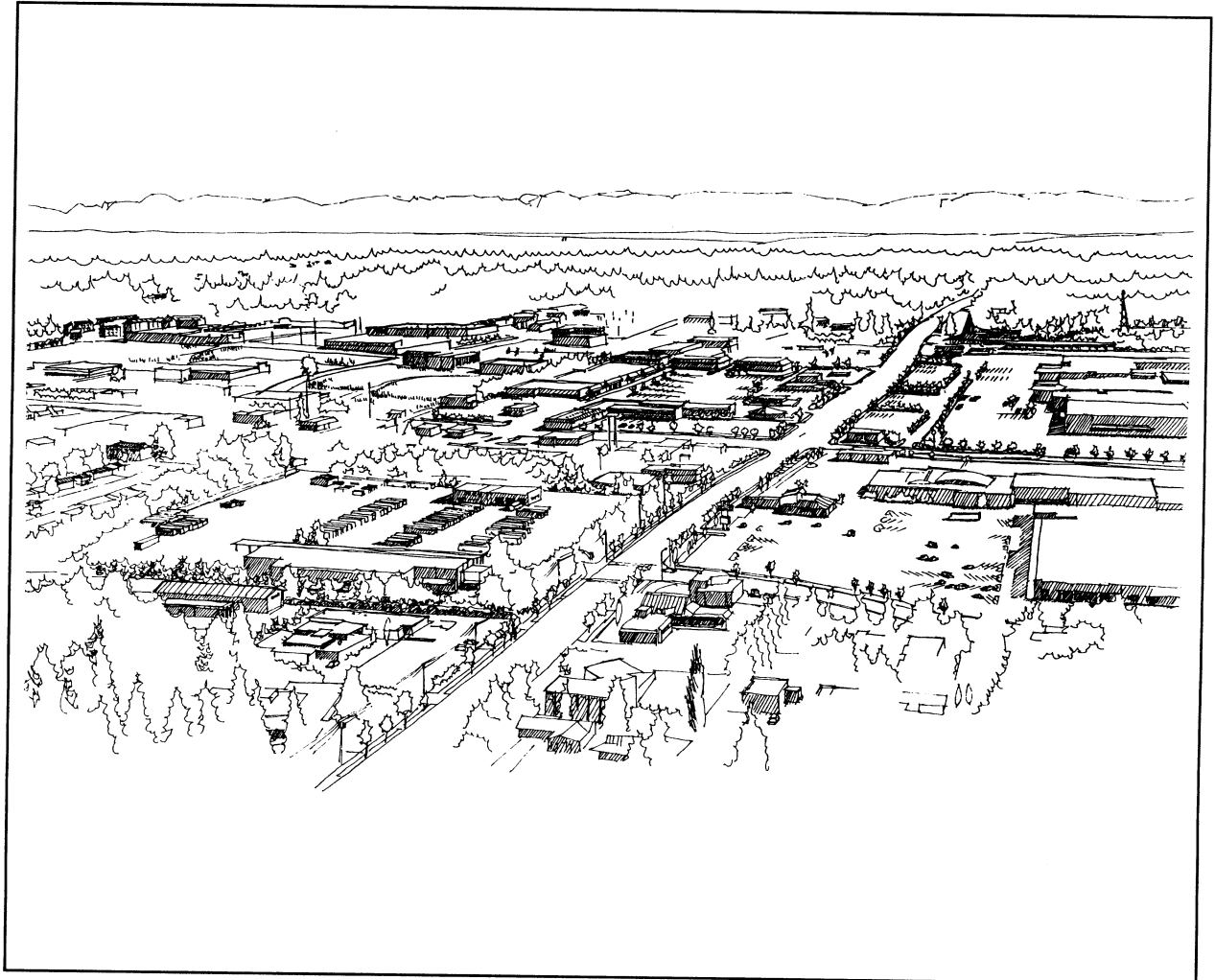


Table VII-1
Gross Floor Area of Land Uses – City Center, February 2007

Use	Total Square Footage	# Units	# Rooms
Office	194,239		
Retail	2,866,688		
Hotels	369,377		655
Movie Theatres	42,706		
Light Industrial*	80,075		
Institutional	135,880		
Single Family	980	1	
Multiple Family		891	

*ministorage facilities

Parks and Open Space

There are no truly public spaces within the City Center. Private green spaces, plazas and public meeting spaces are few. Steel Lake Park to the northeast and Celebration Park to the southwest are on the perimeter of the City Center. Even though these parks are within walking distance of the City Center, they also serve as regional facilities in addition to serving local needs.

Civic Buildings and Municipal Facilities

Similarly, the City Center lacks significant civic or municipal facilities, with only the Public Library near the periphery of the City Center. The next closest facility is the City of Federal Way Parks Department's Steel Lake Annex and Maintenance Facility near South 312th Street and 28th Avenue South. Klahanee Senior/ Community Center and City Hall are located a few miles southwest of the City Center at 33901 9th Avenue South and 33530 1st Way South, respectively.

Circulation

Roadways – A key element defining mobility within the City Center planning area is the enormous size of its blocks. Most U.S. downtowns have blocks ranging from 250 to 500 feet on a side; block lengths in Federal Way are several times that. Because of the “superblock” configuration, motorists drive between and within parking areas serving City Center developments to avoid congestion along City streets and pedestrian circulation is discouraged.

Access to the area is provided by two principal arterial routes: South 320th Street (which runs east/west and connects to I-5), and SR-99 (which runs north/south). An inefficient hierarchy of streets feed these arterial roadways. The area lacks a system of minor arterial and smaller collector streets that could diffuse traffic efficiently away from these two principal arterials. The irregular spacing of traffic signals also adds to congestion. As such, the accessibility provided by the juncture of these routes, initially attractive to area residents, has been lost due to growth in traffic.

Transit Service –A regional park and ride lot, located southwest of I-5 and south of South 320th Street and the Federal Way Transit Center which opened in early 2006 on a seven-acre site located at the southwest corner of South 316th Street and 23rd Avenue South at the northeast edge of Federal Way's City Center, generate most of the area's transit ridership during peak periods of the day. King County/METRO, Sound Transit, and Pierce Transit serve both of these sites.

The 317th direct access ramp for Sound Transit's Federal Way Transit Center and the Sound Transit Federal Way Transit Center both open in early 2006 have improved regional transit speed and reliability because transit is able to access the city center without having to use the congested I-5/320th interchange. The 317th direct access ramp also benefits carpools and vanpools.

Pedestrian Environment and Bicycle Facilities – A 1992 inventory of existing sidewalks within the City (see page V-22 of the Community Profile, Feb. 1993) revealed a

deficiency of pedestrian facilities Citywide. The central core was highlighted as one of the areas that lacked an adequate pedestrian network. For example, most of SR 99 and portions of 324th Street and 23rd Avenue South lacked sidewalks. A majority of walking that does take place in the study area occurs within malls and along storefronts of shopping center strips. Sidewalks connecting storefronts to public walkways are lacking. The few sidewalks that did exist were narrow, devoid of trees, and interrupted by numerous curb cuts. Crossing wide, busy streets such as South 320th Street and SR-99 can also be intimidating.

There are few places to sit and enjoy pleasant weather, meet friends, or have lunch outside. The current pedestrian environment is unfriendly and unappealing. The division that exists between pedestrians and auto areas is not conducive to establishing the active street life desired in a City Center.

Bicyclists have even fewer facilities to choose from. City streets lack striping or signage for bike riders who must share the road with heavy volumes of traffic. Once bicyclists reach the area, they become frustrated by the lack of safe storage facilities for their vehicles. Covered bike parking will be provided at Sound Transit's Federal Way Transit Center.

Residential

The City Center contains approximately 892 units of housing (listed in *Table VII-1*), located primarily in the area east of SR-99, south of South 312th Street, north of South 316th Street, and west of 28th Avenue South. Other residential neighborhoods surround the City Center area, such as the pockets of multi-family housing west of South 11th Place and south of South 320th Street. There are also single-family neighborhoods west of Highway 99 and north of the South 312th Street corridor. While these neighborhoods are not located immediately within the City Center, they are located conveniently within walking, bicycling, or vehicular distance. They differ greatly in character and type.

In 1997, two senior housing projects were constructed in the City Center Frame area. These projects are located south of South 312th Street and east of 23rd Avenue South, adjacent to the southern portion of Steel Lake Park. The two projects, Meridian/Willamette Court and Woodmark at Steel Lake, consist of 300 and 85 living units respectively. The residents of these developments have easy access to several shopping opportunities and services in the City Center area. It is important to note that no new residential construction has occurred in the City Center since that time.

In an effort to stimulate additional multi-family development in the City Center, the City adopted a ten-year exemption from property taxes for multi-family development in February 2003. In addition, the City adopted a Planned Action SEPA in September 2006 for a sub-area of the City Center, more specifically described as an area bounded on the north by South 312th Street, on the south by South 324th Street, on the west by Pacific Highway South, and on the east by 23rd Avenue South (*Map VII-2A*). The planned action designation applies to proposed residential, retail, office, hotel, civic, and structured parking development falling within the development envelope analyzed in this EIS. The Planned Action SEPA and increased heights for mixed-use buildings containing multi-unit housing in the City Center Core and City Center Frame adopted in February 2006 is expected to encourage construction of multi-unit housing in the City Center area.

In April 2010, the City Center Planned Action Area was expanded to add approximately ten acres and five parcels. The added area coincided with Transportation Analysis Zone (TAZ) Number 1068. Its boundaries are South 317th Street to the north, South 320th Street to the south, 23rd Avenue South to the west, and the eastern boundary is roughly in alignment with 25th Avenue South. The amended Planned Action sub-area is shown on Map VII-2A. *[Only this paragraph and Map VII-2A were revised in 2010.]*

Infrastructure

Most of the existing facilities and infrastructure were inherited from King County. In 1998, the City adopted new streetscape guidelines related to roadway profiles, streetlights, sidewalk widths, and street trees. In 1999, South 312th Street between Pacific Highway South and 23rd Avenue South was widened to five lanes, and new sidewalks, street lighting, and street trees were added, as well as traffic signals at 20th Avenue South and 23rd Avenue South. In 2001, South 320th Street was improved with streetscape elements between 11th Place South and 30th Avenue South. In 2002, the remainder of South 320th Street also was improved and 23rd Avenue South was widened to five lanes with sidewalks and streetscape elements. New traffic signals at South 316th, South 317th, and South 322nd Streets were installed.

Pacific Highway HOV Lanes, Phase I constructed in 2002-2004, widened Pacific Highway South with an HOV lane in each direction from South 312th to South 324th. The project also added sidewalks, center medians, landscaping, and utility undergrounding. This project was the City's first of five to improve the Pacific Highway/International Boulevard corridor and was a continuation of the revitalization of the City Center.

7.2 VISION STATEMENT

By the end of the comprehensive planning horizon, the Federal Way City Center will have evolved into the cultural, social, and economic center of the City and fulfilled its role as one of Puget Sound's regional network of urban centers. This role will be reinforced by pedestrian-oriented streetscapes; an efficient multi-modal transportation system; livable and affordable housing; increased retail, service, and office development in a compact area; a network of public spaces and parks; superior urban design; and a safe, essential, and vibrant street life.

The City Center is responsive to the needs of the City's residents. In addition to general services that draw people from outside the region, such as retail, office, and hotel uses, the City Center is the primary commercial area providing local goods and services to the surrounding neighborhoods, and to residents and employees within the center area.

Private development and City initiated actions will have resulted in a balanced transportation network that accommodates automobiles, public transportation, high occupancy vehicles, pedestrians, bicyclists, and integrated parking. Pedestrian and

bicycle circulation is emphasized along with other travel modes. The downtown urban fabric includes smaller blocks, lending itself to efficient and pleasant travel. Concentrated development allows a significant number of jobs and residences to be located within close proximity to transit and a High Capacity Transit Station (HCT), thus, reducing dependency on the automobile and improving pedestrian mobility. The regional HCT system with regional express bus service would evolve to fixed guide-way systems, such as light rail or monorail, as ridership dictates and funding allows. Direct access to a regional transit system links the City Center to Seattle, Everett, Tacoma, Bellevue, SeaTac International Airport, and other regional and local destinations.

The diversity of housing opportunities now includes high-rise residential buildings, which help to meet a significant portion of the community's housing needs. City Center residents walk or take transit to shop, work, and recreate. Community facilities and services, public spaces, parks, and trails complement the variety of housing and provide places for residents to come together as a community.

A central gathering place for the community, the City Center is where the whole community can congregate and celebrate. Civic and cultural facilities, in addition to a park and open-space system, meet the needs of residents, employees, and visitors. These amenities connect to the Citywide and regional system of open spaces, parks, and trails. Public and private projects contain such design elements as fountains, sculptures, and unique landscaping.

The quality of urban design for all developments, including streets, buildings, and landscaping, is high and contributes to an improved quality of life. Public buildings and spaces also set a high standard for design and compatibility with adjoining uses.

Goals for the City Center Chapter

The goals and policies of the City Center chapter are derived from those of the *Federal Way Comprehensive Plan* (FWCP). The FWCP addresses in greater detail the framework of regional plans and legislation which direct planning in Federal Way. It also discusses the basic policies addressing housing, parks, recreation, and commercial development. This chapter builds on these policies, and provides specific recommendations and actions necessary to facilitate the development of the City Center.

The following goals provide overall direction to policy makers and community members when making choices about growth and development within Federal Way's City Center. Additional goals and policies are located throughout this chapter, providing specific direction on other matters discussed. No set of goals or policies can address all potential issues that may arise in the course of implementing the FWCP. Therefore, while these are fundamental to the FWCP, they are not immutable and may need to be revised as situations warrant.

Goals

- CCG1** *Create an identifiable City Center that serves as the social, cultural, and economic focus of the City. Define a City Center with distinct boundaries, unique building types, and special features.*
- CCG2** *Attract a regional market for high quality office and retail uses which increases employment opportunities, adds to the City's tax base, and establishes Federal Way's City Center as an economic leader in the South King County region.*
- CCG3** *Connect the City Center to a convenient regional transit system. Provide service between centers and nearby areas by an efficient, transit-oriented, and multi-modal transportation system.*
- CCG4** *Foster distinct districts within the City Center, defining the roles and characteristics of each such district.*
- CCG5** *Encourage a mix of compatible uses to maintain a lively, attractive, and safe place to live, work, and visit.*
- CCG6** *Focus on improving the existing character and image of the City Center.*
- CCG7** *Encourage housing opportunities in mixed residential/commercial settings. Promote housing opportunities close to employment.*
- CCG8** *Develop land use patterns that will encourage less dependency on the single occupant automobile.*
- CCG9** *Create an environment oriented to pedestrians and bicyclists.*
- CCG10** *Create an environment that attracts high quality housing, commercial, and office uses. Continue to enforce requirements for quality design in buildings, streetscape, and site planning.*
- CCG11** *Create policies and regulations to encourage more efficient use of parking facilities and to foster new, innovative, and creative parking solutions.*
- CCG12** *Protect and enhance natural features of the area.*

7.3 THE LAND USE AND TRANSPORTATION CONCEPT FOR THE CITY CENTER

The Concept Plan

The concept is to redevelop the City Center and create a compact urban community and vibrant center of activity. The crux of the strategy is to promote a compact urban center with connections between where we live, work, and recreate, and create an urban environment that is amenable to walking, bicycling, and transit. The concept, a result of the citizen participation process called *CityShape* (held in 1992-93), implements the community's goals outlined in Section 7.2. In summary, the concept is to:

- Establish a City Center to support HCT by locating residents and workers within convenient walking distance of HCT.
- Make efficient use of existing capital improvements by concentrating higher intensity land uses in the City Center.
- Encourage a mix of compatible uses where housing coexists adjacent to, above, or near commercial developments.
- Create a dense residential community within walking and bicycling distance of the core.
- Improve auto circulation in the City Center by completing the proposed street grid, creating smaller blocks, and providing opportunities for through traffic to travel around rather than through the core, thus minimizing the impact of future growth on Citywide traffic patterns and congestion.
- Reduce impact of parking by encouraging structured parking, allowing reduced parking ratios, shared parking, and other innovative and creative parking solutions, as well as implementing guidelines that enhance appearance.
- Create pedestrian and bicycle connections throughout the City Center and to surrounding neighborhoods. Provide a safe and inviting environment for pedestrians and bicyclists with direct connections between activities and transit facilities. Continue to develop and/or reconstruct streets to include sidewalks, street trees, benches, garbage receptacles, screening of parking areas, etc.
- Create high amenity pedestrian-friendly corridors through the core, linked to a transit center and providing an attractive civic focus to the Commons.
- Provide a civic focus to create a sense of identity for all residents. Develop municipal and cultural facilities within the City Center core area.

- Develop public spaces in the City Center, particularly the core area. Enhance the City Center with a network of public spaces and parks connected to the Citywide and regional system of open spaces, parks, and trails. Encourage gathering spaces in private development.

Map VII-3 applies the principles described above. The figure depicts the City Center core area between SR-99 and I-5 and South 316th/317th and South 320th and 324th Streets. The City Center core area contains a concentration of higher-density, commercial, residential, and mixed-use development, as well as civic, social and cultural uses. The City Center frame area surrounds the core along the west and north edges and provides a full complement of commercial, residential, and mixed-use development at somewhat lower densities to support the core. It also provides a transition to surrounding single-family neighborhoods.

High capacity transit runs through the middle of the City Center, and pedestrian pathways connect the HCT station with residential areas, future civic spaces, and the Commons.

Land Use Designations

This section expands on the land use concepts described previously. The City Center chapter contains two different land use designations, each with its own distinctive characteristics, intended to guide the evolution of the City Center, see *Map VII-4*. The City Center core and frame area designations give form to the concepts summarized in section 7.3. These land use designations direct the location and extent of growth, and will reshape the nature of development, transforming the area into a compact, vibrant City Center.

City Center Core Area

For the last 20 years or so, lower-density shopping mall areas at the edge of the nation's larger cities have gradually been redeveloped and transformed into more dense urban centers, emulating the development patterns and sense of place of more traditional downtowns. This transformation, to an area with a unique character and improved image, is proposed for the core area.

The intent of the core area land use designation is to create a higher-density mixed-use "center" for Federal Way, and become an urban center as envisioned in VISION 2020 and the CWPP. The *CityShape* vision called for concentrating growth in an area where sufficient infrastructure capacity exists, or where such capacity can be provided efficiently. The infrastructure within the City Center, specifically the core area, is designed to handle the highest levels of demand within Federal Way. By orienting new growth around this investment, the existing capacity can be utilized to its fullest extent. The core area designation also encourages the concentration of new development to help reduce development pressure in other areas of Federal Way.

The core area land use designation encourages a greater diversity of uses within mixed-use types of development. Traditional city centers are places where diverse office, retail, and government uses are concentrated, as well as cultural and civic facilities, community services, and housing. Many cities are advocating mixed-use development for a number of reasons. These include:

- Providing new housing, increasing the range of housing choices, and cutting down on automobile dependency by bringing work places and residences into close proximity;
- Providing retail and service needs in close proximity to residential and employment areas; and,
- Improving feasibility of a development project. The proximity of urban services makes housing projects more desirable and a nearby source of consumers help make a commercial project more profitable.

Residents choose to live in higher-density housing for a variety of reasons. First, higher-density is frequently less expensive than single-family housing. Second, the convenience and proximity to work, needed services, and cultural activities is very desirable for many people. Finally, many people find that they do not need a large, single-family detached house. Given their lifestyle, they appreciate the low maintenance and security of higher-density living. There is a mutually supportive relationship between higher-density residential uses and commercial activities. The presence of housing also activates City Center streets, day and night.

Concentrating growth in a specific area also supports investment in transit, including a regional HCT system. Existing low-density development does not generate sufficient levels of demand to optimize the return on investment in transit. Promoting higher-density uses within walking distance of transit facilities will improve the viability of this significant infrastructure investment.

Additionally, concentrating the highest density of development in the core, where a significant number of jobs and residences will be within walking distance of a transit station, helps reduce dependency on the automobile and improve pedestrian mobility. The core area emphasizes pedestrian, bicycle, and transit mobility. The core area will be less auto-oriented than the frame area, but it will not be unfriendly to the use of automobiles.

The City Center core area will also be the central gathering place for the community—a place where the whole community can congregate and celebrate. Accordingly, the core should include an outdoor square, park, or commons, with public amenities such as fountains, sculptures, and unique landscaping.

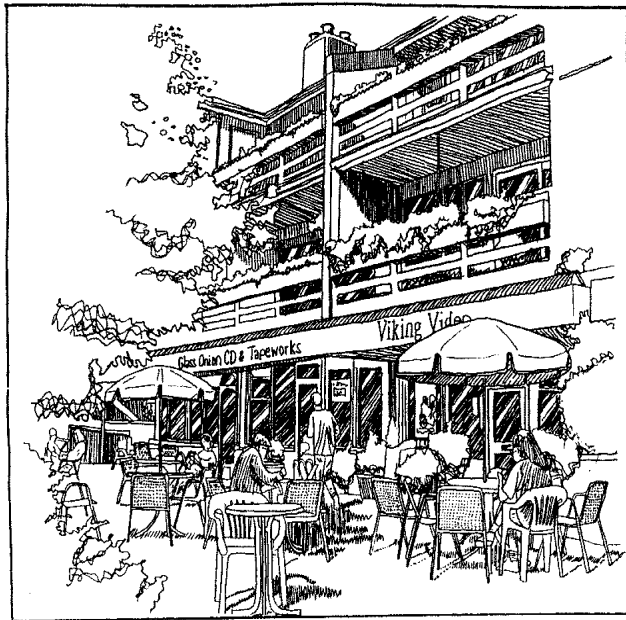
Other civic amenities or buildings, including Municipal Facilities and/or a performing arts center, could be grouped around this City Center square (*Figure VII-2*).

Goals & Policies That Promote the Concentration of New Development in the City Center Core Area

Goal

- CCG13** *Focus new growth, with resultant increasing demands for infrastructure and transportation, in the City Center, specifically the core area. Allow for higher intensity uses for efficient use of land.*

Figure VII-2
Potential Core Area Development



Policies

- CCP1** Support the concentration of uses within the core area to create a financial, retail, business, civic, and cultural hub of Federal Way.
- CCP2** Develop an attractive City Center that will attract quality development.
- CCP3** Continue to support land use regulations that allow the higher intensity development expected over the next 15 to 30 years.

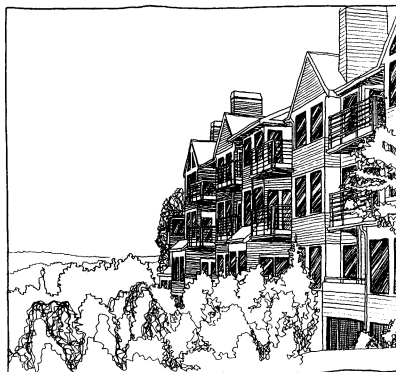
- CCP4** Continue to develop a City Center that is the primary commercial area providing local goods and services to the surrounding neighborhoods and region, and to residents and employees within the center.
- CCP5** Utilize the SEPA Planned Action and provide streamlined permit review in the City Center to accelerate changes to the core area.
- CCP6** Work with urban service providers to ensure sufficient capacity is available for development.
- CCP7** Allow for a variety of uses and mixed-use development within buildings, or complexes. Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.
- CCP8** Provide incentives to encourage residential development in City Center core area.
- CCP9** Promote the siting of cultural and civic uses within the City Center core. The City should always consider City Center core sites in siting analyses and decisions regarding potential civic and cultural uses that it develops. In addition, incentives should be explored that could attract cultural and civic uses over which the City does not have direct control.

City Center Frame Area

Establishing a City Center frame area provides a zone for dense mixed-use development that surrounds and supports the core. It also provides a transition between high-activity areas in the core area and less dense neighborhoods outside of the frame.

The frame area allows uses that are similar to those in the core area, but are of lower-density and intensity. Together, the core and frame areas are complementary. Encouraging multiple unit housing mixed with business and commercial use will help Federal Way meet regional land use goals. This is accomplished by encouraging the development of housing close to employment and transportation centers. To help transform the character of this land use designation, regulatory and/or financial incentives should be explored in exchange for amenities that contribute to a more pedestrian oriented environment (*Figure VII-3*).

Figure VII-3
Potential Frame Area Development



Goals & Policies That Promote New Commercial, Residential, and Mixed-Use Development in the City Center Frame Area

Goal

- CCG14** *Allow increased development of commercial uses while increasing housing opportunities and diversity of housing types.*

Policies

- CCP10** Continue to develop land use regulations that encourage the frame area to accommodate higher-density residential uses accompanied by residentially oriented retail and service uses.
- CCP11** Continue to provide amenities such as community services, parks, and public spaces to meet residential needs.
- CCP12** Continue to ensure effective transitions between frame area development and nearby lower-intensity development.

Circulation

Federal Way's City Center chapter is designed in accordance with VISION 2020 and CWPP related to mobility. Although regional travel trends continue to show more cars on the road, more trips per person, and increases in the number of people driving alone, the emphasis of the FWCP is to promote a variety of travel options. The City will focus both on transportation improvements as well as influencing individual travel choices by increasing the attractiveness of alternatives to the automobile. Encouraging growth in a compact, well defined City Center will help promote bicycling, walking, and transit use, as well as encouraging shorter automobile trips. The City Center will be connected to other regional urban centers and areas of the City by a multimodal transportation system, including a fast and convenient regional transit system.

In order to function efficiently, mobility in the City Center must be enhanced by continuing to make transportation improvements. The City should focus transportation investments in the City Center to support transit and pedestrian-oriented land use patterns. These improvements should include: a smaller street grid, bicycle routes, public sidewalks and pedestrian pathways, and clear and identifiable transit routes.

These transportation improvements will also help meet City Center mobility needs in the event a HCT system is not developed.

Goal to Improve Overall Circulation

Goal

CCG15 *Provide a balanced transportation network that accommodates public transportation, high occupancy vehicles, pedestrians, bicyclists, automobiles, and integrated parking.*

Automobile Circulation

The current network of collector roads and arterials, the disjointed grid, and large block sizes contribute to significant traffic congestion within the City Center. The solution is not necessarily to construct wider roads. Streets become less efficient as the numbers of lanes increases. Building new streets versus widening existing streets is more cost effective, yields greater capacity, and will have less impact on the City Center.

Automobiles are likely to continue as a dominant mode of transportation. A comprehensive network of collector arterials and other streets must be developed to distribute this traffic and create more driving choices. To the extent possible, the City should connect streets to form a tighter grid within the City Center, especially in the core, by negotiating new public rights-of-way and building new streets. This “interconnectivity” serves to shorten and disperse trips, and consequently reduce travel on existing congested arterials. *Map VII-5* indicates the proposed street network changes. Additionally, alternatives to auto travel such as van and car pools, transit, pedestrian corridors, and bicycle paths should also be emphasized.

Goals and Policies to Improve Automobile Circulation and Reduce Usage

Goal

CCG16 *Improve the flow of vehicular traffic through the City Center and minimize increases in congestion.*

Policies

CCP14 Improve traffic flow around and through the City Center by extending the street network, creating smaller blocks, and completing the ring road along the west edge of the City Center.

CCP15 Reduce congestion by supporting the Commute Trip Reduction Act. Develop commuting alternatives to single occupancy vehicles, including transit, walking, and bicycling.

CCP16 The City’s LOS standard shall be based on average person-delay to allow lower LOS for single-occupant vehicles and support pedestrian-friendly designs and HOV treatment.

Pedestrian/Bicycle Connections

Pedestrian and bicycle mobility is a vital part of the future City Center circulation system. Improvements for pedestrians and bicyclists should support increases in transit services and promote the development of the City Center.

This chapter addresses the lack of pedestrian amenities and pathways by recommending changes to the development patterns and transforming the character of the streetscape. As the street system is redeveloped to better accommodate the needs of pedestrians and bicyclists, a network of facilities for people on foot and bikes will be established such as already exists for people in cars.

Reducing the size of the street grid as proposed, improving auto circulation, and creating pedestrian paths through larger parcels is critical to establishing walking patterns that reduce dependency on the automobile. As individual sites are designed and developed to be more pedestrian friendly, and as the City provides improved pedestrian linkages, the pedestrian system will handle an increasing share of trips. As such, the City adopted special street design standards for the City Center in 1998. These include 12-foot sidewalks with street trees and pedestrian-scale street lighting. As streets are constructed, additional amenities such as benches, trash receptacles, and landscaped corner treatments may be added. Bike lanes will also be provided in a grid tighter than the rest of the City on through streets that avoid multiple turn-lane conflicts.

In addition to adding public sidewalks and creating mid-block pathways, *Map VII-6* depicts three principal pedestrian connections to improve pedestrian circulation. The first is developing connections between the HCT station, adjoining bus transfer facilities, and other uses. The pedestrian and bicycle system is essential to other travel modes, particularly transit. Virtually all transit trips begin and end as pedestrian trips on public rights-of-way. All buildings within proximity to these areas should be required to facilitate pedestrian and bicycle movement.

The second goal is to establish pedestrian and bicycle connections to the Commons, the City's largest generator of vehicular and pedestrian traffic. Linkages between the transit station and the Commons are important. Unfortunately, South 320th Street is wide, congested, and presents a significant barrier to this connection. Providing an at-grade pedestrian and bicycle crossing could increase congestion and vehicular and pedestrian/bicycle conflicts. To facilitate this connection, and encourage redevelopment of existing parking areas, this chapter proposes the continued consideration of a pedestrian bridge spanning South 320th Street. The pedestrian over-pass would create a major connection between two areas in the City Center that have a high potential for new development and redevelopment.

The third goal is to connect the City Center to nearby neighborhoods and parks. Residential neighborhoods of varying densities surround the City Center. Steel Lake and Celebration Parks are located to the northeast and southwest of the City Center,

respectively. Both pedestrian and bicycle trails should extend to these residential neighborhoods and parks. Roads extending to these areas should emphasize the pedestrian connection by including additional pedestrian amenities.

In order to provide good pedestrian connectivity across multi-lane arterials such as South 320th Street and Pacific Highway South, crossings should be provided more closely than the existing 1/4-mile spacing of traffic signals. Unsignalized pedestrian crossings would not be very safe, yet closer spacing of traffic signals make two-way signal coordination impossible to achieve, creating much more congestion and worsening safety and air quality. These conflicting needs must be resolved through the design process as these streets are reconstructed.

Policies to Improve Pedestrian Connections

Goal

CCG17 *Promote and facilitate the effective use of non-motorized transportation. Create a safe, efficient, and enjoyable pedestrian and bicycle system.*

Policies

- CCP17** Emphasize pedestrian and bicycle circulation, as well as other travel modes in all aspects of developing the City Center transportation system. Include public sidewalks, street trees, and other pedestrian amenities for streets.
- CCP18** Continue to enforce and refine local zoning codes, site planning requirements, and street design standards, as necessary, to establish a more pedestrian and bicycle friendly environment.
- CCP19** Encourage new development to include active ground floor uses such as shops, community services, office, and housing units. Provide pedestrian connections between adjacent buildings where possible to provide for streetscape continuity.
- CCP20** Develop clear and safe pedestrian paths through large parcels to enhance the pedestrian network.
- CCP21** Continue to site and screen parking lots to minimize impact on the pedestrian environment.
- CCP22** Connect the main entry of buildings to public sidewalks by a clear, identifiable walkway.
- CCP23** Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit system, and by improving the security and utility of park-and-ride lots and bus stops.

- CCP24** Establish clear and well marked pedestrian crossings to reach transit facilities and other uses at a maximum spacing of 660 feet.
- CCP25** Connect Celebration Park and Steel Lake Park via a pedestrian/bicycle pathway bisecting the City Center. Orient buildings, urban open spaces, plazas, etc., to pathways where feasible.
- CCP26** Continue to improve the appearance of, and pedestrian/bicycle circulation along, South 320th Street and Pacific Highway South.

Transit

Efficient, convenient, and reliable transit is important to the City's emphasis to reduce auto dependency through the creation of viable travel options. Transit will play an important role in the development of the City Center and the region as a whole. A multi-modal system that includes transit will bring commuters and shoppers to and from other areas of Federal Way and adjacent communities. A high capacity transit system with a principal stop in the core area will distribute people regionally and connect to other bus based transit systems. Transit stops throughout the center will help shoppers, employees, and residents to circulate around the City Center without the need to get into their cars. Encouraging a mix of land uses and densities at major transit access points will help meet passenger needs and reduce vehicle trips.

High Capacity Transit

The Federal Way Transit Center opened in early 2006, on a seven-acre site located at the southwest corner of South 316th Street and 23rd Avenue South, at the northeast edge of Federal Way's City Center. The transit center is a regional bus transit facility supporting Sound Transit, King County METRO, and Pierce Transit. It includes a five-level structured parking garage with 1,200 parking spaces, a pedestrian bridge between the transit decks and parking garage, bicycle storage, and shelters for waiting passengers. The Transit Center is considered by the City as a major anchor to the urban center designation in the Vision 2020 plan adopted by the PSRC. The project also includes a high occupancy vehicle (HOV) direct-access ramp connecting the transit center to Interstate-5 via South 317th Street. In addition, approximately one acre of the transit center site has been set aside for future transit-oriented development consistent with the comprehensive plan vision for the City Center.

Sound Transit is working with Puget Sound citizens and City representatives to develop a HCT network linking Everett, Tacoma, Seattle, Bellevue, and communities between them. Three light rail stations are proposed in Federal Way, including one in the City Center core area.

Map VII-7 depicts the approximate HCT alignment and the location of the recently constructed transit station and the direct access ramp connecting I-5 and the transit station.

The FWCP does not depend solely on the development of a HCT system. The proposed system is one of several transportation options. While HCT will help regional and local transportation needs, other modes will continue to play a vital role. Many of the characteristics that are desired within the City Center, and support HCT, also support other modes such as van/car pooling, busing, bicycling, and walking.

In order to encourage transit use, the high capacity transit station provides an inviting environment with comfortable pedestrian facilities, including shelter for waiting areas, convenient passenger drop-off zones, safe lighting, and street furniture. Stores adjoining the station can take advantage of the concentrations of people by specializing in goods and services needed by commuters such as dry cleaning, videos, news kiosks, and day care.

Federal Way's City Center station is oriented principally to pedestrians and those arriving by other forms of transit. Providing for pedestrian/bicycle accessibility between surrounding properties, street network, general vicinity, park & ride lots, and the HCT is essential.

Policies to Guide Transit Planning and Establish a City Center High Capacity Transit Station

Goal

CCG18 *Work with the transit providers to develop a detailed transit plan for the City Center. Identify facilities, services, and implementation measures needed to make transit a viable and attractive travel mode. Tailor the plan to meet local needs through rapid transit, express buses, community service, and/or demand-responsive service.*

Policies

CCP27 Continue to focus transportation investments to support transit and pedestrian/bicycle-oriented land use patterns, specifically in the core area.

CCP28 Participate actively in regional efforts to develop an HCT system to serve the City Center.

CCP29 Establish the most intensive levels of transit service to the City Center area.

CCP30 Integrate any transit system with existing or new road right-of-way.

CCP31 Integrate the high capacity transit system with other transportation modes serving Federal Way and the region.

CCP32 Integrate bicycle and pedestrian facilities with and connect to high capacity transit facilities during right-of-way acquisition, facility design, and optional phases.

Civic Buildings and Open Spaces

Public buildings including community centers, libraries, city hall, performing arts theaters, conference centers, and schools provide places for the community to meet, exchange ideas, and socialize. The City should take advantage of every opportunity to locate a variety of civic buildings in and around the City Center. This will occur over time, but it is necessary to establish a clear direction through public policy.

A network of outdoor spaces for recreation, strolling, gathering, and dining will make the City Center a lively and attractive place to live, shop, and conduct business. Each type of space should serve a range of users and activities. Outdoor spaces should range from a major urban park that is the focal point for downtown, to pocket urban plazas for lunch time gathering by residents, visitors, and workers. Some spaces will be publicly built and maintained, others will be constructed along with private development. Privately developed gathering space is a major component of all City Centers: small parks and plazas are opportunities to enhance the urban landscape and image of the City Center. Courtyards, mews, and forecourts are ways to efficiently integrate open space to enhance a project. Visitors, shoppers, and employees often perceive these private spaces as public.

The City should commit to assist in or provide incentives for, the development of plazas and parks that are open to the public. *Map VII-8* proposes a central outdoor gathering place within the core area, such as a park, plaza, or square, which will become the focus of community activities in the core.

Uses around the edges of this plaza, such as transit facilities and cafes, should be sited to generate activity throughout the day. The edges of the plaza should be well defined and landscaped to soften the hard surfaces of adjacent buildings and streets. This space should be physically and visually linked to the central pedestrian spine and transit center.

Policies to Promote the Development of Civic Buildings and Urban Spaces

Goal

CCG19 *Develop civic and cultural facilities in addition to a public space and park system within the City Center to meet the needs of residents, employees, and visitors. These facilities and spaces should connect to the Citywide and regional system of public spaces, parks, and trails.*

Policies

CCP34 Promote a diversity of public and privately funded recreational and cultural facilities throughout the City Center. Promote partnerships between the City and other agencies, private organizations, and individuals to develop and meet the needs of City Center and the general community for these types of facilities.

- CCP35** Emphasize locating civic and cultural facilities within the core. Planned public facilities could include Municipal Facilities, a library, or performing arts complex.
- CCP37** Acquire land necessary to provide a broad range of recreational opportunities throughout the City Center. Land bank parcels in the core area for future municipal facilities.

Parking

The continued use of expansive surface parking conflicts with the goal of redeveloping the City Center as a higher-density, mixed-use area that is pedestrian-friendly and supports the use of public transportation. It is, therefore, necessary to reduce the need for parking and encourage the provision of structured parking within these areas.

Moreover, parking lots have high redevelopment potential. There are numerous examples of communities similar to Federal Way where former parking lots now contain multi-story developments. Large amounts of parking will be needed for many years to come. However, as development pressures and land values increase, surface parking becomes expensive and property owners will be able to afford the conversion from surface parking to structured parking. In the interim, the City should encourage site layouts that facilitate future redevelopment of parking areas.

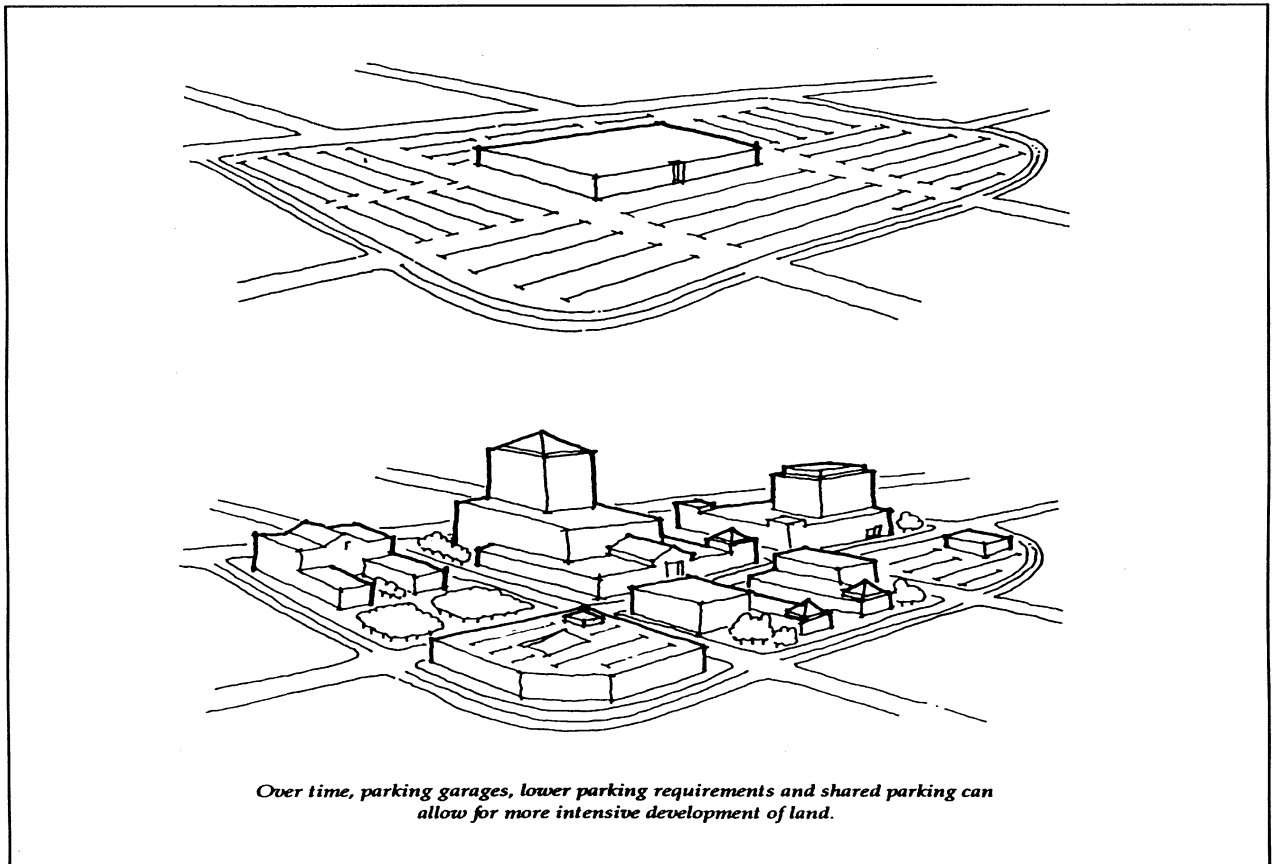
Private and public partnerships should examine the feasibility of constructing a parking structure in the downtown commercial core area. *Figure VII-4* is a conceptual illustration of the redevelopment of surface parking around a mall.

Goal and Policies to Develop Alternatives to Existing Parking Development

Goal

- CCG20** Encourage the development of a higher-density, mixed-use City Center that in turn will reduce the demand for large amounts of separate parking facilities for individual developments.

Figure VII-4
Potential Redevelopment of Surface Parking Areas



Policies

- CCP39** Encourage public and private parking structures (below or above ground) in lieu of surface parking in the core area. As redevelopment occurs and surface parking becomes increasingly constrained, consider a public/private partnership to develop structured parking in the downtown commercial core area.
- CCP40** The City will encourage the provision of structured parking.
- CCP41** Buffer parking areas to increase compatibility between surrounding uses. For larger lots, provide substantial landscaping, special lighting, and pedestrian walkways.
- CCP42** Site and orient buildings and parking to allow redevelopment of surface parking.

- CCP43** Allow on-street parking to create a buffer between pedestrians and traffic depending on street characteristics and role within the City Center. On-street parking should be viewed as a component of the parking supply for the area.
- CCP44** Encourage shared parking between uses to maximize the use of available parking within the City Center.

Streetscape

To improve livability within the City Center area, the City must complete the street network and continue to develop streets in accord with its new street standards. The street grid must be well interconnected to make travel from one place to another as efficient as possible. The key to achieving this is to consider streets as a network that will serve pedestrians, bicycles, and transit, in addition to automobiles. In areas where increased density is proposed, existing streets must continue to be retrofitted with sidewalks, street trees, street furniture, and other amenities. Allowing on-street parking also creates a buffer between pedestrians and vehicles. It also allows shoppers and visitors to park easily for short amounts of time. On-street parking should be permitted on City Center streets (where feasible) except during the morning and evening commuting hours when the extra lanes are needed to accommodate the extra high volumes of traffic.

The Transportation chapter illustrates several street standards developed specifically for the City Center area. These streets will connect to other proposed and existing streets to complete a street grid. Street standards for existing and proposed streets within the City Center can be found in the second section of the Transportation chapter. These standards also incorporate the City Center Street Design Guidelines adopted by the City Council in May 1998.

Policies to Improve the Street Network and Streetscape Character

Goal

- CCG21** *Maintain street designations that reinforce the unique characteristics of the City Center.*

Policies

- CCP45** Continue to acquire right-of-way, primarily through dedication from development, to complete and enhance the street network.
- CCP46** Continue to design streets as public spaces, with appropriate pedestrian amenities, trees, sidewalks, bicycle paths, transit services, street furniture, and trash receptacles.

- CCP47** Continue to construct streetscape improvements as an integral component of any roadway improvement.
- CCP48** Encourage buildings to front or face public rights-of-way, providing clear paths from the sidewalk to all entries.
- CCP49** Only SR-99 and South 320th Street shall be wider than five lanes.

7.4 IMPLEMENTATION

Developing a City Center will require collaboration between government entities, citizens, and developers. Phasing and development of certain elements, such as high capacity transit, are outside the City's control. Therefore, an implementation program must be flexible. It must also be tied to general goals, policies, and strategies rather than a detailed, step-by-step list of actions. The implementation section consists of:

- A set of strategies to guide implementing actions;
- An illustration of how these strategies can be realized over time; and
- A 15 year action plan.

Implementation Strategies

Specific strategies must be pursued in order to coordinate various elements and actions that are dependent upon one another. For example, private development depends upon adequate infrastructure and amenities. Effective transit service depends upon supporting land use development to provide sufficient ridership. Residential communities require adequate transportation and services, a pedestrian friendly environment, open spaces, and jobs to foster a sense of community. In addition, much of the City Center's redevelopment is dependent upon market demands and development that is not projected until the later years of the FWCP's planning horizon. However, regulatory and infrastructure actions must be taken in the interim to prepare for these developments. The following strategies form the basis to achieve desired City Center development.

- Maintain regulations to shape and influence new development (1-20 years).
 - Discourage low intensity auto oriented development in the core.
 - Provide regulations and incentives to achieve a high intensity, mixed-use, pedestrian friendly development.
 - Encourage residential development in the City Center frame area.
 - Encourage high-density residential development in the City Center Core (Urban Center).

- Allow short-term investment in the frame area that will support long-term core development.
- Continue and enhance incentives to foster desired redevelopment in the City Center.
 - Maintain, and consider increasing, the City Center redevelopment fund.
 - Consider appropriate public-private partnership opportunities as they present themselves to leverage desired development.
 - Pursue appropriate redevelopment of City owned parcels.
 - Continue to respond to opportunities for City acquisition and repositioning of key properties as they become available.
- Develop specific plans to construct needed street and infrastructure improvements (1-5 years).
 - Develop plans to define the location of street rights-of-way for completing the street grid and constructing transit facilities to provide predictability for developers.
 - Construct arterial improvements with associated landscaping and pedestrian amenities (timing set by capital facilities program).
 - Prepare a pedestrian and bicycle plan and construct sidewalks, pedestrian paths, mid-block connectors, and bicycle connections to all areas of the City Center and particularly to a transit center (ongoing effort).
- Consider development of structured parking facilities as needed to support more intensive development and gradually convert the core into a less auto dependent area.
 - Develop parking standards for the City Center Area.
- Improve both local and regional transit service.
 - Develop a regional HCT station at the transit center (20-25 years).
- Construct civic features, public spaces, parks, and other urban elements to create a true urban center and promote civic identity (5-10 years).
 - Develop major civic facilities in the City Center such as, Municipal Facilities, performing arts center, and recreation center, to generate social and economic activity (5-10 years).
 - Add amenities to residential areas to build new neighborhoods (begin immediately as an incremental program).
 - Include landscaping and pedestrian improvements in all street construction (incremental program tied to actual improvements).

Phasing

Transforming the existing downtown commercial core area into the proposed City Center is an ambitious task. It requires a significant transformation from a low-density, automobile oriented, largely retail area to a higher intensity, more pedestrian oriented mixed-use area. The City Center chapter acknowledges that the core will take some time to develop. The City can facilitate these changes if a series of small steps are taken over time. This is especially true if the steps are consistent with the emerging economic, social, and demographic trends. As is the intent of this plan, the phasing scenario presented here accounts for the timing of market projections and future actions.

As noted above, the implementation strategy is keyed to projected trends and regional planning goals. Its form and character, as envisioned in the chapter, are dramatically different from anything that now exists in the center. Recently, there has been a substantial increase in interest in redevelopment opportunities within the City Center, both on the part of existing property owners and prospective developers. This interest indicates that new development is more likely in the near-term than at any time over the past several years. It will be important for the City to maintain its proactive efforts to attract, engage, and even at times provide incentives for new development in order to take advantage of the continuing mid-decade economic boom. In the meantime, there may be some deferred maintenance, short-term, high-turnover tenancies, and even vacancies, as the development community begins to assemble property for future redevelopment. The City should not encourage continued low-scale investment in this area, since it will need to be amortized over a decade or two and will delay accomplishment of preferred development. As regulations are applied to modest renovations, it should be possible to secure some basic improvements. However, the City should not expect full implementation of the vision for the City Center until owners are ready to install long-term, major development projects.

Figures VII-5 and VII-6 and Map VII-9 (located at the end of the chapter) illustrate key steps in the evolution of Federal Way's City Center from 1995 through 2025. The illustrations are taken from a viewpoint just north of South 316th Street between 20th Avenue South and SR-99. The drawings do not necessarily indicate recommendations for specific sites. The locations of the elements and the time frames may well vary. For example, *Figure VII-6* shows an elevated light-rail line that may not be routed to Federal Way during this planning horizon. The drawings do illustrate how a viable City Center can evolve through several coordinated, incremental steps taken over time. The approximate dates are based on current market demand and funding projections. However, new trends, funding priorities, and development opportunities may emerge, changing the timing. An illustration of 1995 conditions is included for reference.

2002 – 2010 Actions

- Develop a pedestrian/bicycle plan that outlines a connected, safety-oriented system of routes and facilities. This chapter shall be used in programming capital projects, reviewing development proposals, and encouraging other agencies to

integrate bicycle improvements and linkages into Federal Way projects. The plan should emphasize linkages between transportation facilities, Celebration and Steel Lake parks, The Commons, and surrounding communities.

- Continue to plan for and develop parks and public spaces within the City Center. Begin negotiations for acquisition of land for a City Center park, plaza, or square.
- Complete streetscape improvements along the South 320th Street corridor.
- Continue to improve SR-99 and establish mid-block crossings.
- Complete the BPA bike trail.
- Continue to negotiate and acquire rights-of-way to augment the City Center street grid. During permit review, ensure that new development is compatible with the street grid. Construct street grid enhancements.
- Focus transit activities in the City Center core.
- Construct streets to serve the transit facility.
- Pursue public-private partnerships for desired redevelopment, with City investment in public open space, public parking, and/or public infrastructure leveraging substantial, catalyzing redevelopment projects.
- Through City ownership and repositioning, continue to pursue substantial redevelopment of the former AMC theaters site in fulfillment of the City Center vision and to be a catalyst for additional, nearby redevelopment. Additional opportunities to acquire and reposition key City Center properties should be considered as the opportunities present themselves.
- If the City Council chooses the City Center as the appropriate location for Municipal Facilities, begin negotiations and acquire property for Municipal Facilities. Construct Municipal Facilities.
- Explore feasibility of creation of a City Center park, potentially associated with Municipal Facilities and/or other community facilities. If the concept is approved, begin negotiations and acquire property for a City Center Park. Design and construct a City Center Park.
- Enhance educational and recreational opportunities in City Center.

2010 – 2020 Actions

- Construct a City Center park with public amenities such as fountains, sculptures, and unique landscaping, separate from Celebration Park.

- Continue to pursue public-private partnerships for desired redevelopment, with city investment in public open space, public parking, and/or public infrastructure leveraging substantial, catalyzing redevelopment projects.
- Potentially construct the pedestrian overpass across 320th Street, and build phase one of the City Center pedestrian mall.
- Improve community-wide transit service and implement a “spokes-of-a-wheel” service delivery pattern with City Center as the hub.
- Seriously explore the feasibility of constructing a performing arts center and develop an implementation plan.
- Establish green parks and corridors throughout the City Center and/or along a City Center pedestrian mall.

Activity Since 1995 Comprehensive Plan Adoption

The following have been accomplished to implement goals and policies of the City Center chapter since the initial adoption of the FWCP:

- In 1996, the City adopted code amendments for the City Center Core and Frame to allow for increased residential density and flexibility in siting residential uses. The City also adopted Community Design Guidelines intended to improve the appearance of non-residential buildings and to expand pedestrian circulation, public open space, and pedestrian amenities.
- In 1998, in conjunction with King County/METRO, the City improved local and intercity transit which should result in more people having access to shopping and other opportunities in the City Center. Since that time, the City has worked with the transit providers to develop a detailed transit plan for the City Center, including siting and initial design work for the City Center Sound Transit station, as well as improvement of two park-and-ride lots.
- In 1998, the City adopted policies to provide streetscape enhancements and development of standards for streetlights, street trees, and their placement and location in the City Center. Since that time, substantial progress has been made, with full improvement along this corridor from I-5 to 11th Avenue South.
- The City has an adopted TIP and CIP plan which addresses major street improvements in the City Center. Minor collector and local street improvements would be provided by development as redevelopment occurs.
- In 2001, the City created an Economic Development Division within the Community Development Services Department and hired a Deputy Director to

manage it. Among the Division's duties are to lead efforts to encourage City Center redevelopment, attract businesses and developments, and increase visitorship to the City Center.

- Phases I, II, and III of the BPA trail have been constructed.
- In 2001, the City Council enacted building code provisions allowing five stories of wood-frame construction over concrete.
- In 2003, the City Council enacted limited, ten-year property tax exemption for multifamily/mixed-use construction.
- In 2005, the City Council appropriated an initial \$5 million for a City Center Redevelopment Fund, and has continued to invest in that fund. In addition, the City Council passed a resolution committing to pursue public-private partnerships to leverage desired redevelopment.
- In 2005, the City Council engaged professional services to produce up-to-date market data and redevelopment strategies recommendations, culminating in adoption of the report and a commitment to pursue the recommended strategies over the next five years.
- In September 2006, the EIS for the City Center SEPA Planned Action was completed, with adoption of the Planned Action Ordinance, providing a streamlined SEPA process in the planned action area, adopted in 2007.
- In January 2007, the City Council acquired the former AMC theaters site, with the intention of repositioning that site for redevelopment that will achieve the FWCP vision and serve as a catalyst for other nearby properties.
- Infrastructure improvements:
 - 1999 – South 312th Street between Pacific Highway South and 23rd Avenue South—Roadway widened to four lanes; sidewalks constructed; street lighting and street trees installed.
 - 1999 – South 312th Street and 14th Avenue South—Pedestrian Crossing Signal added.
 - 2001 – Pacific Highway South/South 320th Street intersection—Widen roadway and add new turning lanes at each leg of the intersection. Also add street lighting, street trees, install architectural and landscaping elements at each corner of the intersection, and underground utilities.
 - 2001 –The Commons surface water conveyance system upgrade.
 - 2001-02 – South 320th Street between 11th Avenue South and Interstate 5—Underground utilities, widen sidewalks where necessary to add new streetlights, install street trees behind the sidewalks, and install medians where feasible. Add dual left-turn lanes at 23rd Avenue South.

- 2002 – 23rd Avenue South between South 324th Street and South 316th Street—Widen roadway to five lanes and add new sidewalks, street lighting, and street trees. Install new traffic signals at South 316th Street, South 317th Street, and South 322nd Street.
 - 2002—Completed the Ring Road (14th Avenue).
 - 2002 – South 312th and 14th Avenue South—Upgrade pedestrian signal to full traffic signal.
 - 2002-2004 – Pacific Highway HOV Lanes, Phase I—Widen Pacific Highway South with an HOV lane in each direction from South 312th to South 324th. Add sidewalks, center medians, landscaping, and utility undergrounding. This project was the City’s first of five to improve the Pacific Highway/International Boulevard corridor and was a continuation of the revitalization of the City Center.
 - 2002 – Add turn lanes on South 324th Street at SR-99.
 - 2004 – South 314th Street and 23rd Avenue South—Construct traffic signal.
 - 2006 – Flyover ramps from I-5 High Occupancy Vehicle (HOV) lanes connecting to South 317th Street.
 - 2006 – South 317th Street and 23rd Avenue South—Construct Sound Transit’s Federal Way Transit Center.
 - 2007 – 21st Avenue South grid road between Sound Transit and South 320th.
- New Private Development:
 - 2000 – Courtyard Marriot Hotel
 - 1999 – Marie Calendar’s Restaurant
 - 1999 – Holiday Inn Hotel
 - 1999 – Extended Stay Motel
 - 1998 – Comfort Inn
 - 1999 – Walmart
 - 2001-02 – Pavilion Centers, Phases I and II
 - Renovated or Remodeled Projects:
 - 1998 – SeaTac Village
 - 1998 – Sunset Square (Safeway and Longs Drugs)
 - 1999 – Ross Plaza (Rite Aid and Party City)
 - 1999 – Indochine and Genghis Khan Restaurants
 - 2006 – Pal-Do World (Sea Tac Plaza)
 - 2006 – H Mart Grocery Store (located in former QFC in Pavilion Center)

PROPOSED PROJECTS

- 2003 – I-5/City Center Access Study—Develop plan to increase capacity between City Center and I-5 to improve and/or supplement the existing South 320th Street interchange (Phase I Feasibility Study was completed in 2005. Phase II Feasibility Study scheduled for completion in 2007).

- 2003-04 – Potentially locate new municipal facilities.
- 2003-05 – Sports and Multipurpose Fieldhouse—potential project.
- 2009 – South 320th Street and 20th Avenue South intersection improvements—
Add left turn lanes on South 320th Street.

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Figure VII-5
Illustration of City Center, 1995 Conditions

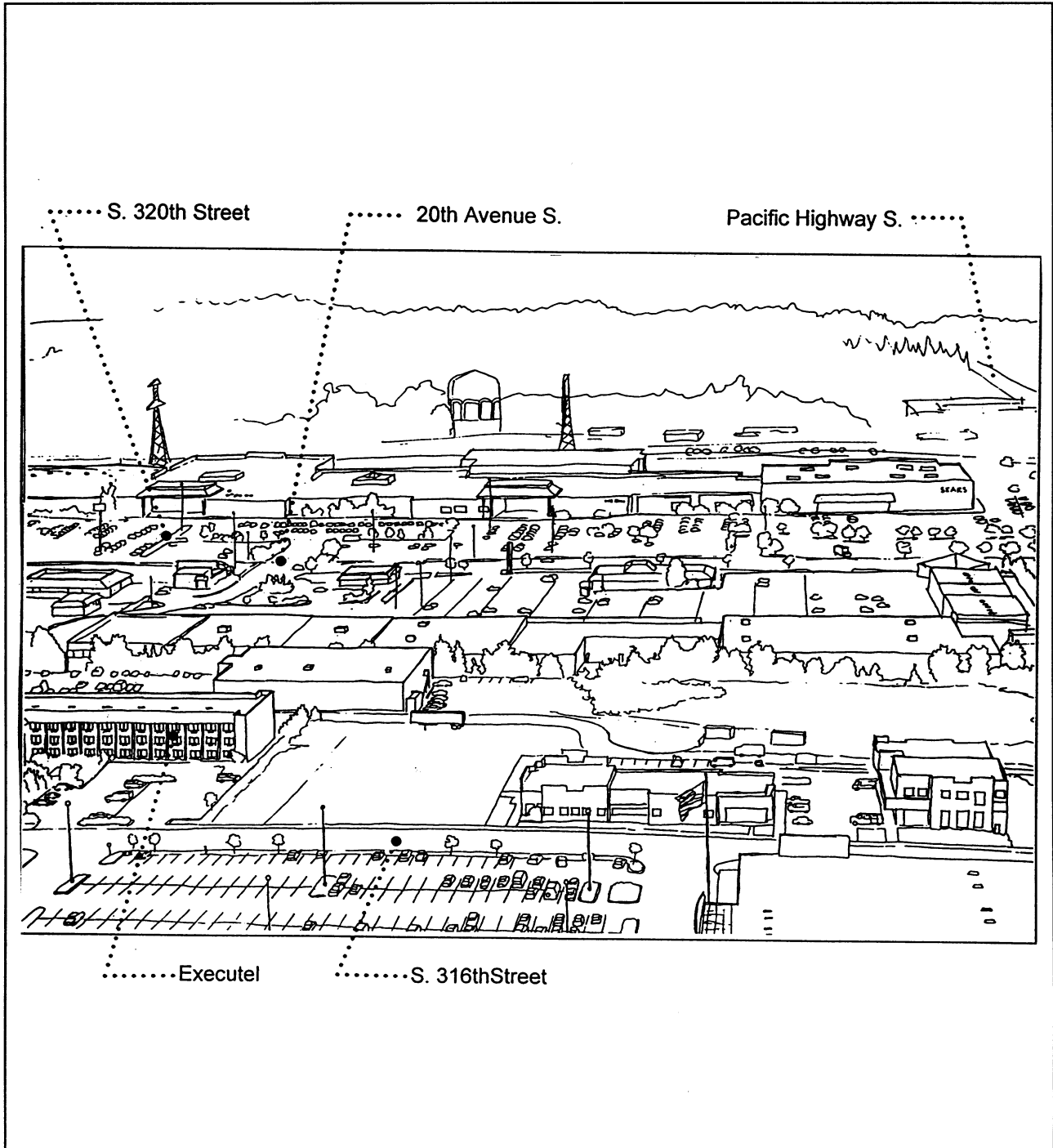
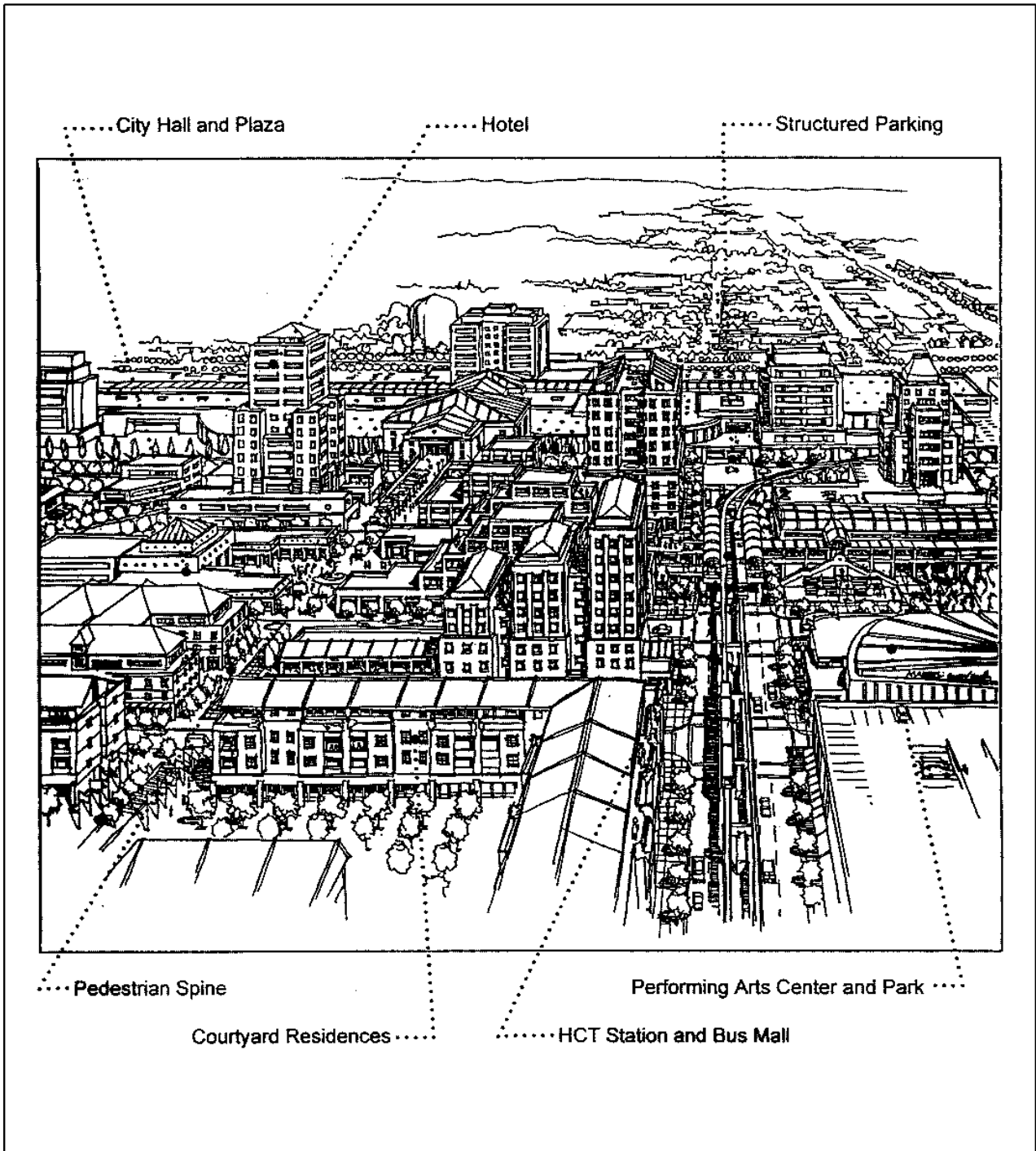
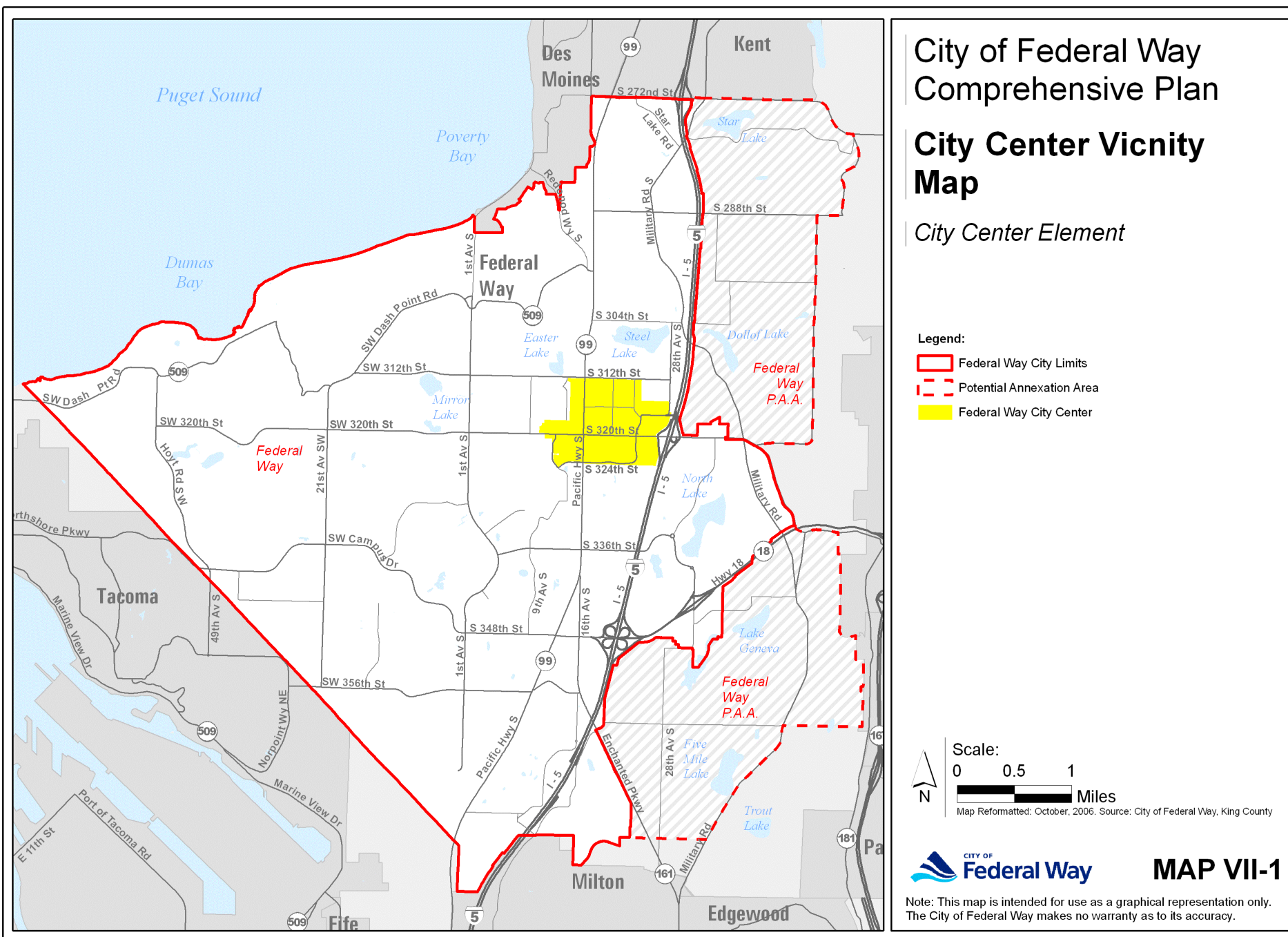


Figure VII-6
Illustration of City Center Evolution, 2025
For Illustrative Purposes Only

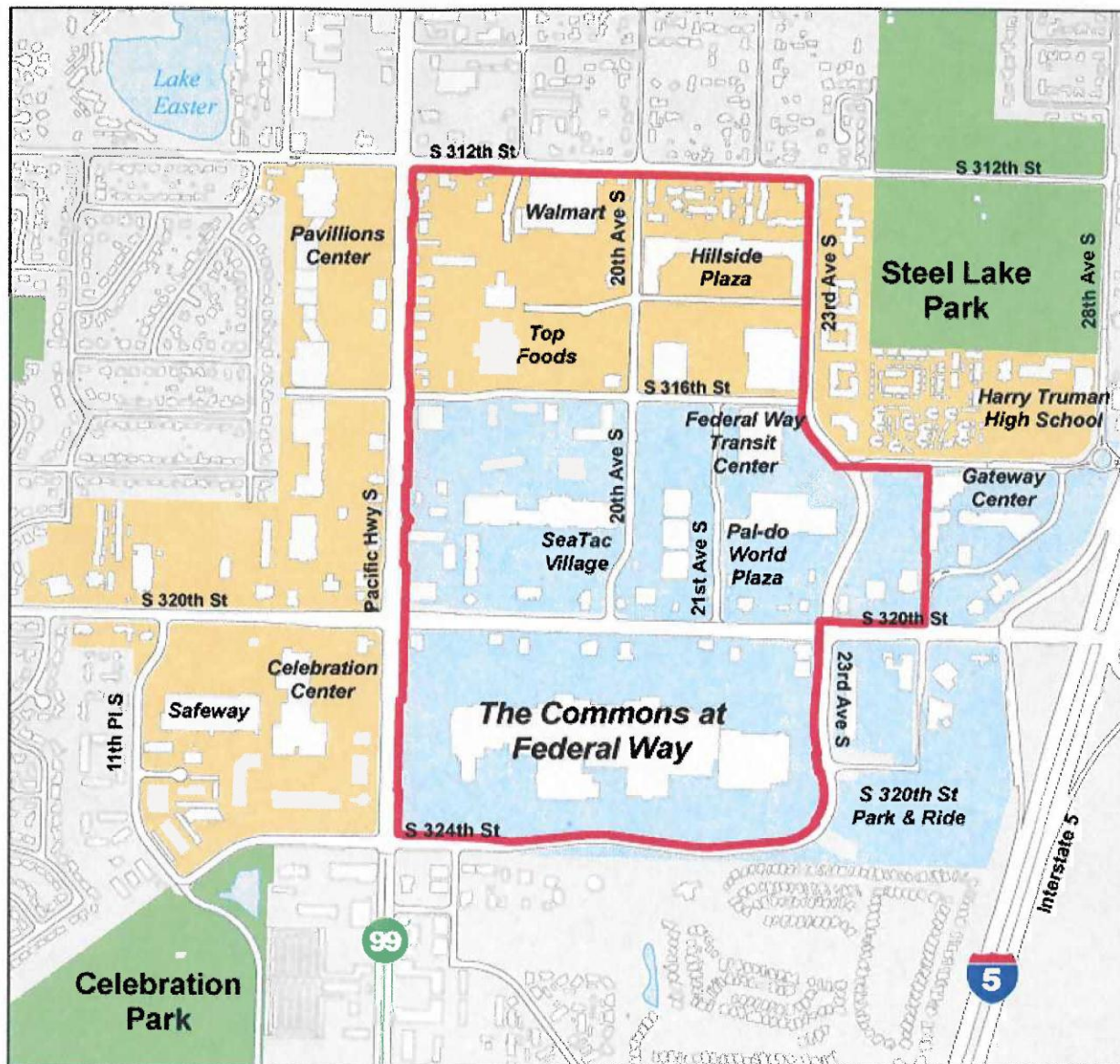




City of Federal Way Comprehensive Plan

Boundaries of Planned Action SEPA

City Center
Element
Map VII-2A

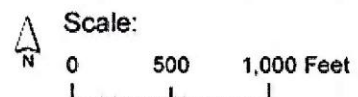


Legend

- Planned Action SEPA Area
- City Center Core
- Surface Water
- City Center Frame
- Park
- Building
- Street

This map is accompanied by NO warranties.

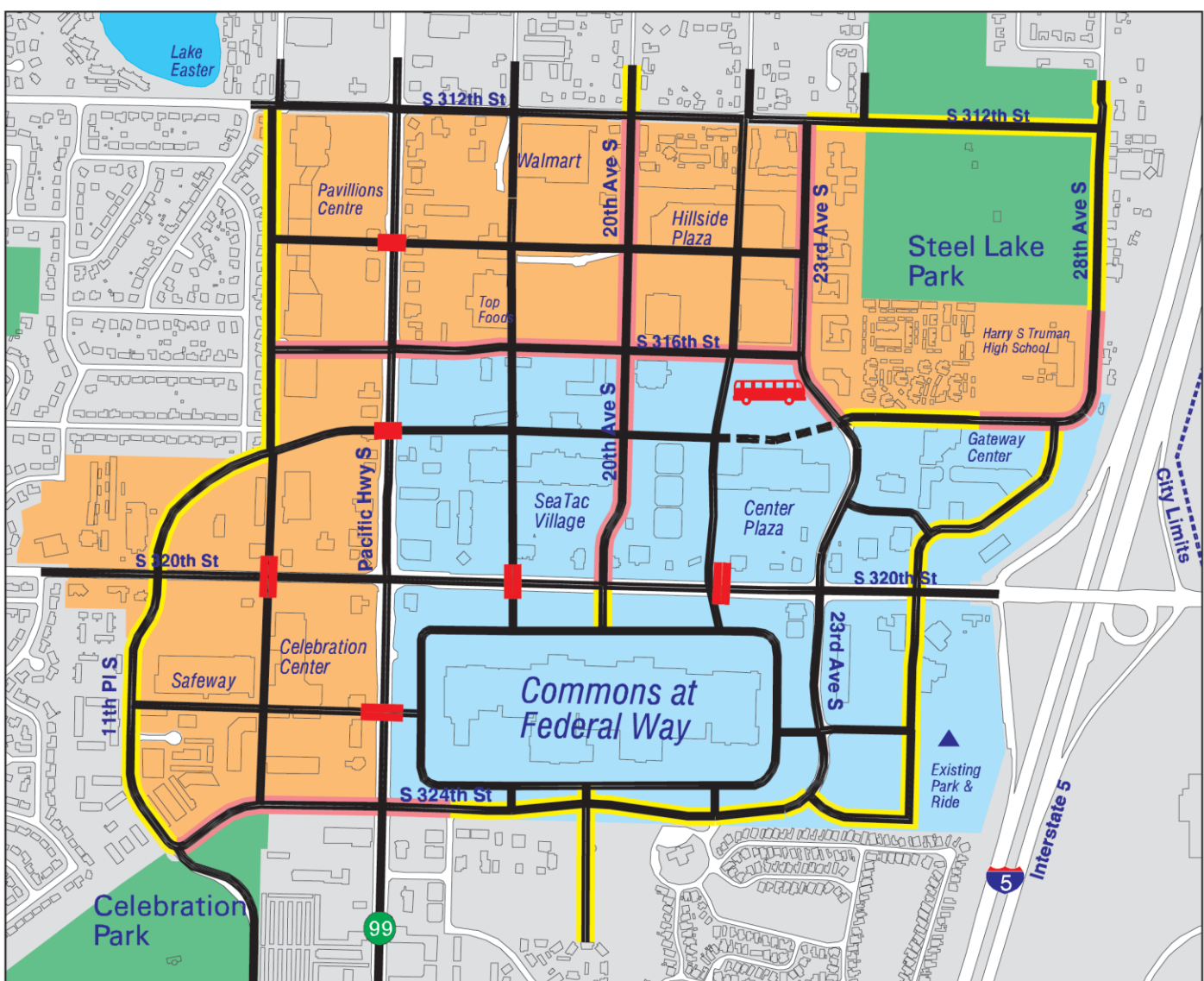
Map Date: June, 2010



Map prepared by the City of
Federal Way's GIS Division.

REVISED MAP - REPLACES MAP DATED MARCH 2007

Map VII-3 The Concept Plan



-  New Transit Center
-  Potential Pedestrian Crossings
-  Potential Bike Route
-  Existing Bike Route
-  Transit Street
-  Enhanced Street Network
-  City Center Core
-  City Center Frame
-  Park

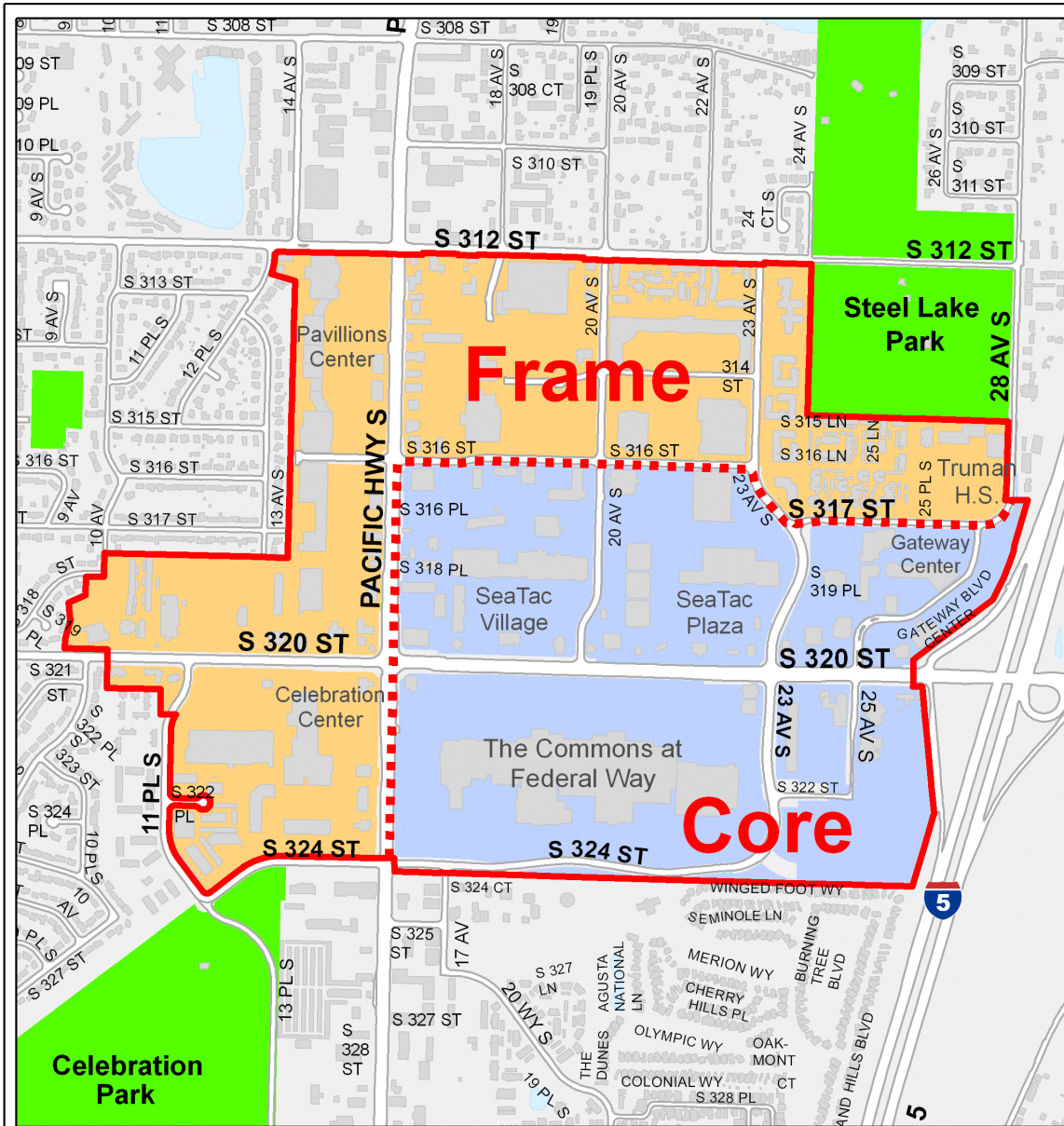


Map Date: February, 2003
Reprinted: March, 2007.

0 500 1,000 Feet



This map is accompanied by no warranties, and is simply a graphic representation



City of Federal Way Comprehensive Plan

City Center Land Use Designations

City Center Element

Legend:

- City Center Core
- City Center Frame
- Lakes
- Park



Scale:

0 0.125 0.25

Miles

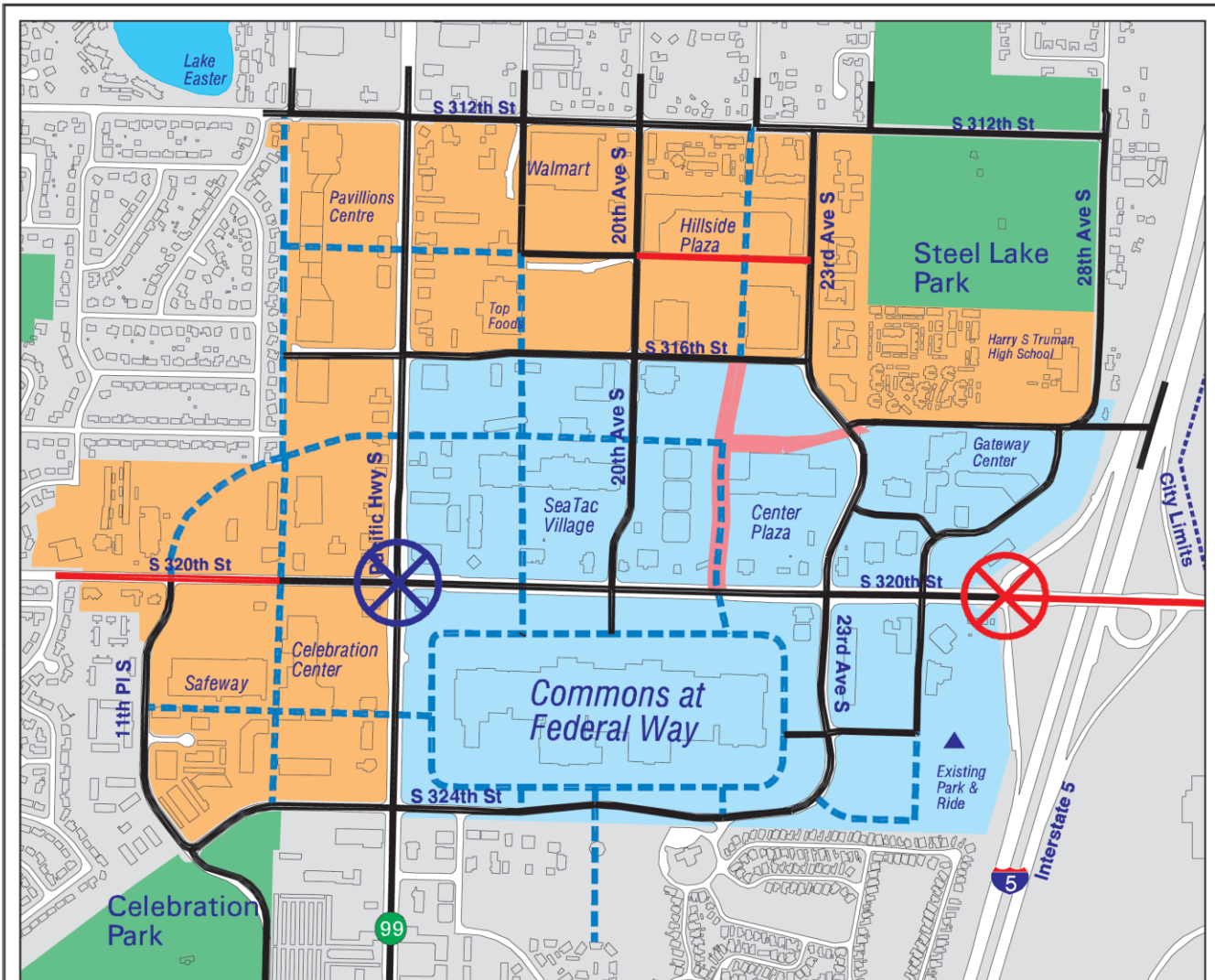
Map Reformatted: October, 2006. Source: City of Federal Way, King County



MAP VII-4

Note: This map is intended for use as a graphical representation only.
The City of Federal Way makes no warranty as to its accuracy.

Map VII-5 Proposed Street Network



- | | | | | | |
|--|---------------------------------|--|--|--|------------------|
| | Intersection Improvement | | Scheduled Street Improvement | | Park |
| | Recent Intersection Improvement | | Street Recently Constructed or Dedicated ROW | | City Center Core |
| | Existing Street | | City Center Frame | | |
| | Proposed Street | | | | |



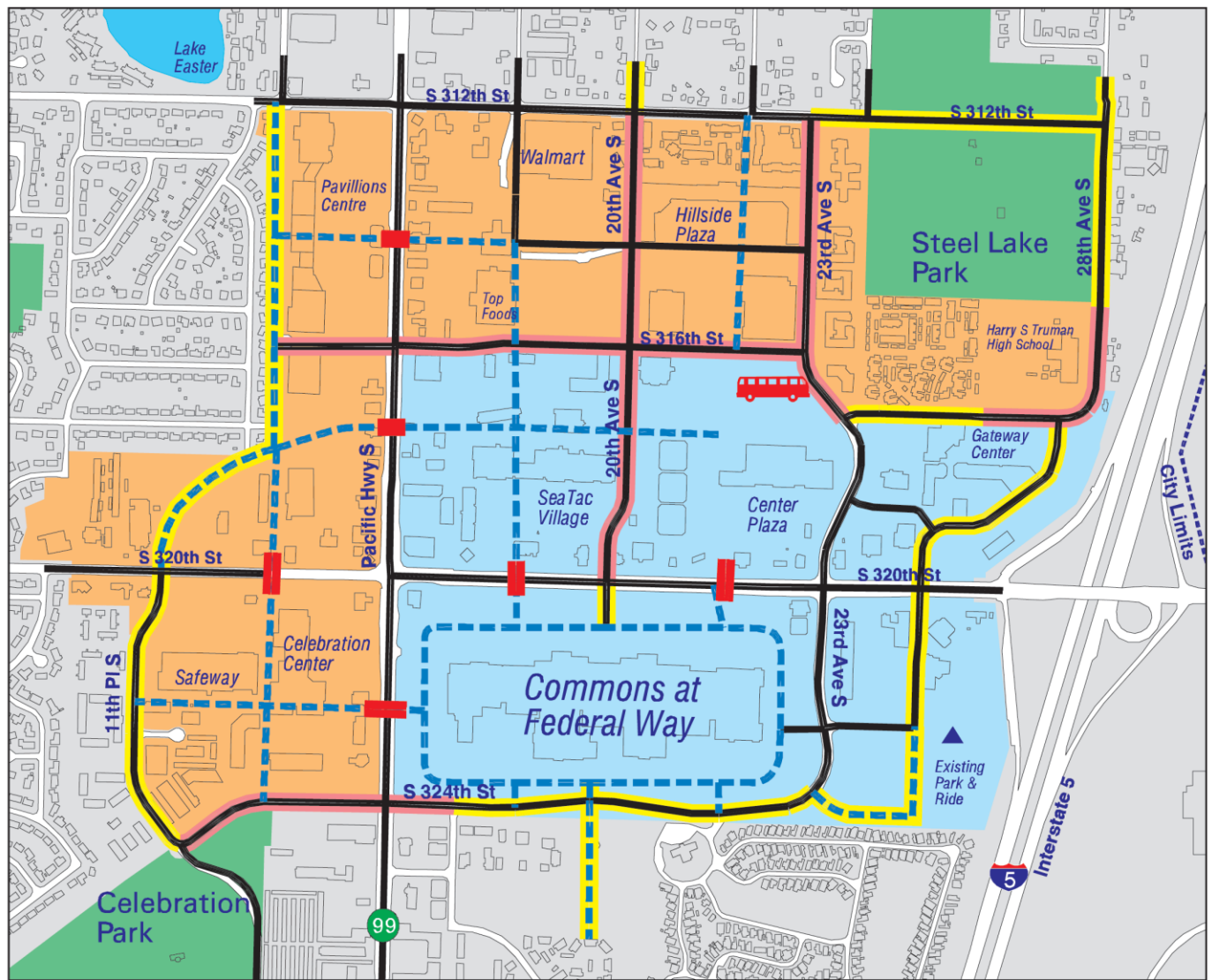
Map Date: February, 2003
Updated: November, 2006.










0 500 1,000 Feet



This map is accompanied by no warranties, and is simply a graphic representation

Map VII-6 Principal Pedestrian and Bicycle Connections



-  New Transit Center
-  Potential Pedestrian Crossings
-  Existing Street
-  Proposed Street
-  Potential Bike Route
-  Existing Bike Route
-  City Center Core
-  City Center Frame
-  Park



Map Date: February, 2003.
Reformatted: November, 2006

0 500 1,000 Feet



This map is accompanied by no warranties, and is simply a graphic representation

Map VII-7 Potential Transit Alignments and Stops



New Transit Center



Potential HCT alignment (2 Alternatives)



Potential Transit Routes



Potential Transit Stop



City Center Core



City Center Frame



Park



Map Date: February, 2003.
Reformatted: November, 2006

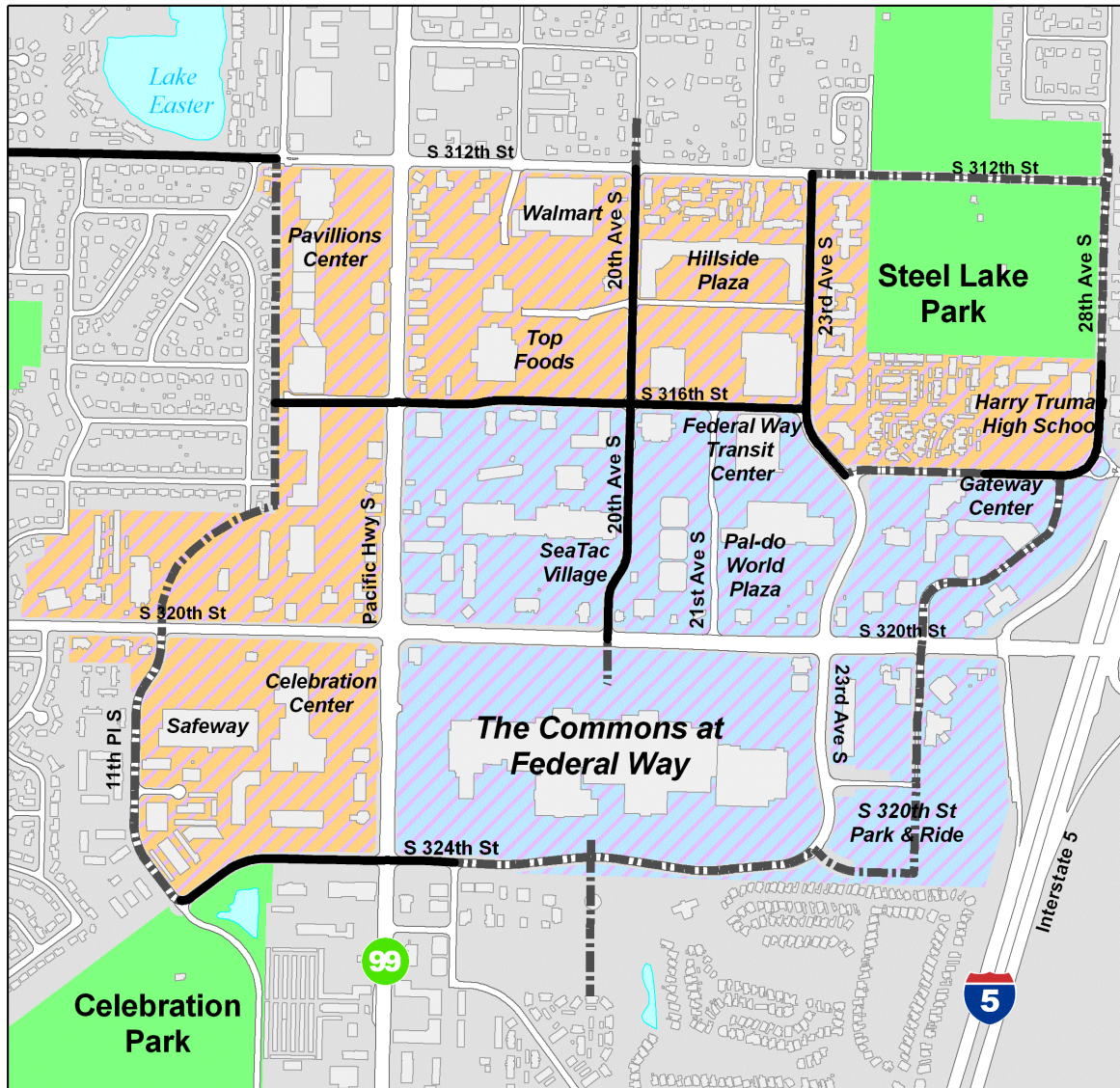
0 500 1,000 Feet



This map is accompanied by no warranties, and is simply a graphic representation.

City of Federal Way Comprehensive Plan

Potential Location of City Center Public Spaces and Bicycle Routes



Legend

- Potential Public Space Locations
- Park
- Existing Bicycle Route
- City Center Core
- Planned Bicycle Route
- City Center Frame
- Surface Water
- Building
- Street

This map is accompanied by NO warranties.

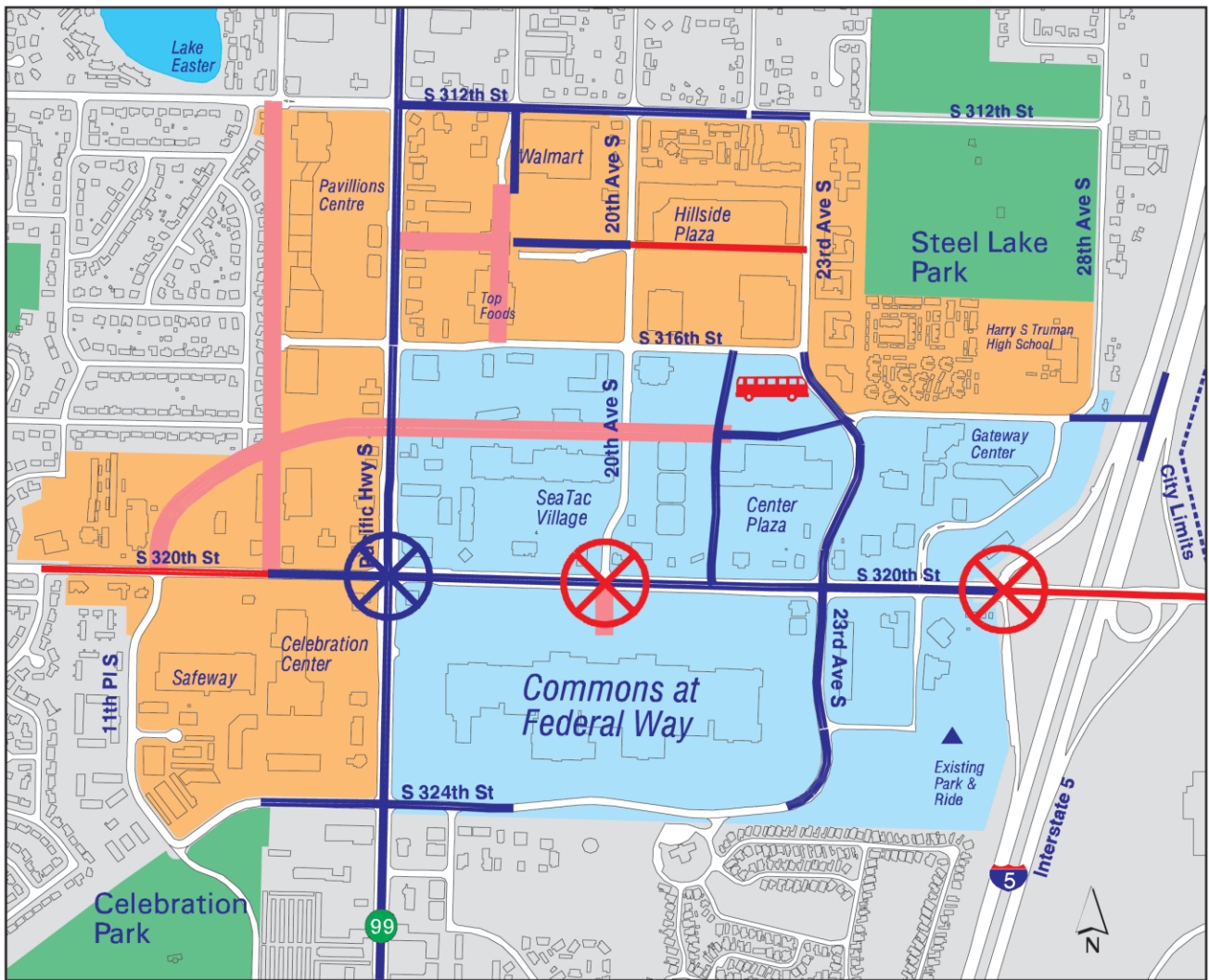
Map Date: March, 2007

Scale:



City Center Element
Map VII-8

Map VII-9 Phasing Concept 1995-2010



Intersection Improvement



Scheduled Street Improvement

Pacific Hwy South - Widen Road to include HOV lanes and underground utility poles. Add sidewalks, street lights, trees and landscape median.



Proposed Right of Way



Street Improvements Recently Completed



New Transit Center



Recent Intersection Improvement



City Center Core



City Center Frame



Park

Map Date: February, 2003.
Update: February, 2007

0 500 1,000 Feet



This map is accompanied by no warranties, and is simply a graphic representation